



Transportation, Logistics, and Economic Development: ODOT Perspective

Howard Wood, Deputy Director of Planning

Ohio Challenges

- Aggressive construction cost inflation upset 2008 – 2015 financial plan
 - Three years of double digit inflation
 - Flat state and federal revenue growth
 - Forecast continued high inflation, with uncertain federal reauthorization picture

= \$3.5 billion deficit by 2015



Ohio Opportunities

- Freight transportation and logistics as an economic development driver
- Enhance all modes of transportation
- Greater consideration of urban growth and Brownfield redevelopment
- Consider innovative finance and public-private-partnerships



Ohio Intermodal Initiatives

- Norfolk Southern Heartland Corridor and Rickenbacker Intermodal
 - \$313 million total; \$178 million public
 - Rickenbacker intermodal terminal = \$40 million
 - Multi-modal center, 6,300 jobs and \$½ billion in annual economic activity
- CSX National Gateway
 - Two new intermodal terminals, \$190 million investment
- Cleveland Euclid Corridor Transit System
 - \$4.3 billion in private investment
 - Doubling of property value



Policy Process

- 21st Century Transportation Priorities Task Force

<http://www.dot.state.oh.us/21ctptf/>

- 60+ leaders from public and private sectors
- Explore and make recommendations on the optimal transportation system for Ohio
- Kick off on May 7, 2008
- Final report and policy recommendations due by September 2008



Thank You!

